

AMENDMENTS TO THE CLAIMS

1. (Cancelled)
2. (Currently Amended) A motor vehicle according to claim 28, wherein the sensors include includes an optical sensor system.
3. (Previously Presented) A motor vehicle according to claim 2, wherein the optical sensor system includes an optical light emitting and receiving device, which forms at least one light plane around the range of motion of the convertible top and detects an intervention into the light plane with the aid of a reflection detection medium.
4. (Previously Presented) A motor vehicle according to claim 3, wherein a laser is used as the light source of the light emitting and receiving device.
5. (Currently Amended) A motor vehicle according to claim 3, further comprising an electronic analysis unit, which uses [[the]] output signals of the reflection detection medium to calculate the distance and/or the angle of an intervention into the light plane [(16 - 21)].
6. (Previously Presented) A motor vehicle according to claim 3, wherein at least one light plane is formed on a side of the convertible top mechanism facing a passenger compartment.
7. (Previously Presented) A motor vehicle according to claim 3, wherein at least one light plane is formed on a side of the convertible top mechanism facing the outside of the vehicle.
8. (Previously Presented) A motor vehicle according to claim 2, wherein the optical sensor system includes at least one image sensor, which monitors the range of motion of the convertible top mechanism.

9. (Previously Presented) A motor vehicle according to claim 8, further comprising an electronic analysis unit that detects an intervention into the range of motion of the convertible top mechanism by difference image analysis.

10. (Previously Presented) A motor vehicle according to claim 8, wherein at least one image sensor is also allocated to a device that monitors the vehicle interior and/or the position of occupants.

11. (Previously Presented) A motor vehicle according to claim 28, wherein the sensor system includes at least one capacitive sensor.

12. (Currently Amended) A motor vehicle according to claim 11, wherein the sensor system includes multiple capacitive sensors and an intervention situation is detected when a selection of several of the multiple capacitive sensors is responding.

13. (Previously Presented) A motor vehicle according to claim 11, wherein at least one capacitive sensor that is used to recognize an intervention situation is located in the area of elements that are connected with hinges of a convertible top linkage and/or a tensioning bow and/or a convertible top compartment cover and/or a windshield frame and/or an area next to a window.

14. (Previously Presented) A motor vehicle according to claim 11, wherein the capacitive sensor that is used to recognize an intervention situation is located between a sealing section and/or a trim part and its support.

15. (Previously Presented) A motor vehicle according to claim 11, wherein the capacitive sensor comprises a film with electrodes located on foil material.

16. (Previously Presented) A motor vehicle according to claim 15, wherein air is the dielectric of the capacitive sensor.

17. (Previously Presented) A motor vehicle according to claim 11, wherein the capacitive sensor is connected to an automatically readjusting threshold switch.

18. (Previously Presented) A motor vehicle according to claim 28, wherein the sensor system includes at least one sensor for detecting the power consumption of a top drive, which is connected to an electronic analysis unit, by means of which an intervention situation can be detected by comparing the present current flow to a characteristic change in the current flow or by using mathematically calculated intervention criteria.

19. (Previously Presented) A motor vehicle according to claim 2, wherein a safety mode is started when a fault is recognized in the optical sensor system.

20. (Previously Presented) A motor vehicle according to claim 28, wherein in a normal mode the function of the sensor system is checked, and if the sensor system is found to be functional, a waiting time is started when an intervention situation has been recognized and the soft top motion is stopped and/or reversed; and wherein the system checks during the waiting time whether the intervention situation is still present, and wherein a safety mode is started if the intervention situation is still present.

21. (Previously Presented) A motor vehicle according to claim 28, wherein a processing function is started in a safety mode for closing or opening the convertible top with reduced speed, during which the system uses an inquiry function of an electronic analysis unit to check whether an intervention situation is present, wherein a processing function that stops and/or reverses the convertible top motion is started if the result of the inquiry is positive.

22. (Previously Presented) A motor vehicle according to claim 28, wherein the reaction whether to continue the convertible soft top movement with reduced speed or to stop or reverse the convertible top motion takes place in relationship to the intervention obstruction that is being recognized.

23. (Previously Presented) A motor vehicle according to claim 28, wherein after an automatic start of the convertible top movement an inquiry function is started for a fault in the detecting device or for detecting an intervention situation.

24. (Previously Presented) A motor vehicle according to claim 28, wherein a continuous convertible top position recognition is provided to monitor the position of the convertible top, which determines the position of a defined element of the convertible top mechanism using an acceleration sensor, which measures an actual acceleration in relationship to the acceleration of free fall.

25. (Previously Presented) A motor vehicle according to claim 24, wherein several acceleration sensors are located on elements of the convertible soft top mechanism and connected to an electronic analysis unit, which uses the signals of the acceleration sensors to calculate a relative position, which, together with the present information on the vehicle incline, results in the present convertible top position.

26. (Previously Presented) A motor vehicle according to claim 28, wherein the control equipment for the control of the convertible top motion is equipped with a further acceleration sensor that is used to detect the vehicle's inclination.

27. (Previously Presented) A motor vehicle according to claim 28, wherein the sensor system includes a rain sensor.

28. (Currently Amended) A motor vehicle with a movable convertible top, comprising:

control equipment for controlling movement of the convertible top; and
a detection device for recognizing an intervention into the range of motion of the convertible top, the detection device including a sensor system having a plurality of sensors operating according to different measurement principles;

the control equipment being operable, when a problem is recognized with the detection device or in the event of an intervention situation, to control the convertible top in a safety mode selected from the group consisting of continuing to move the convertible top with reduced speed and power, stopping movement of the convertible top, and reversing movement of the convertible top, the particular safety mode being selected dependent on the particular operating situation and the detected intervention situation during which the convertible top motion continues with reduced speed and power or is stopped or reversed.